



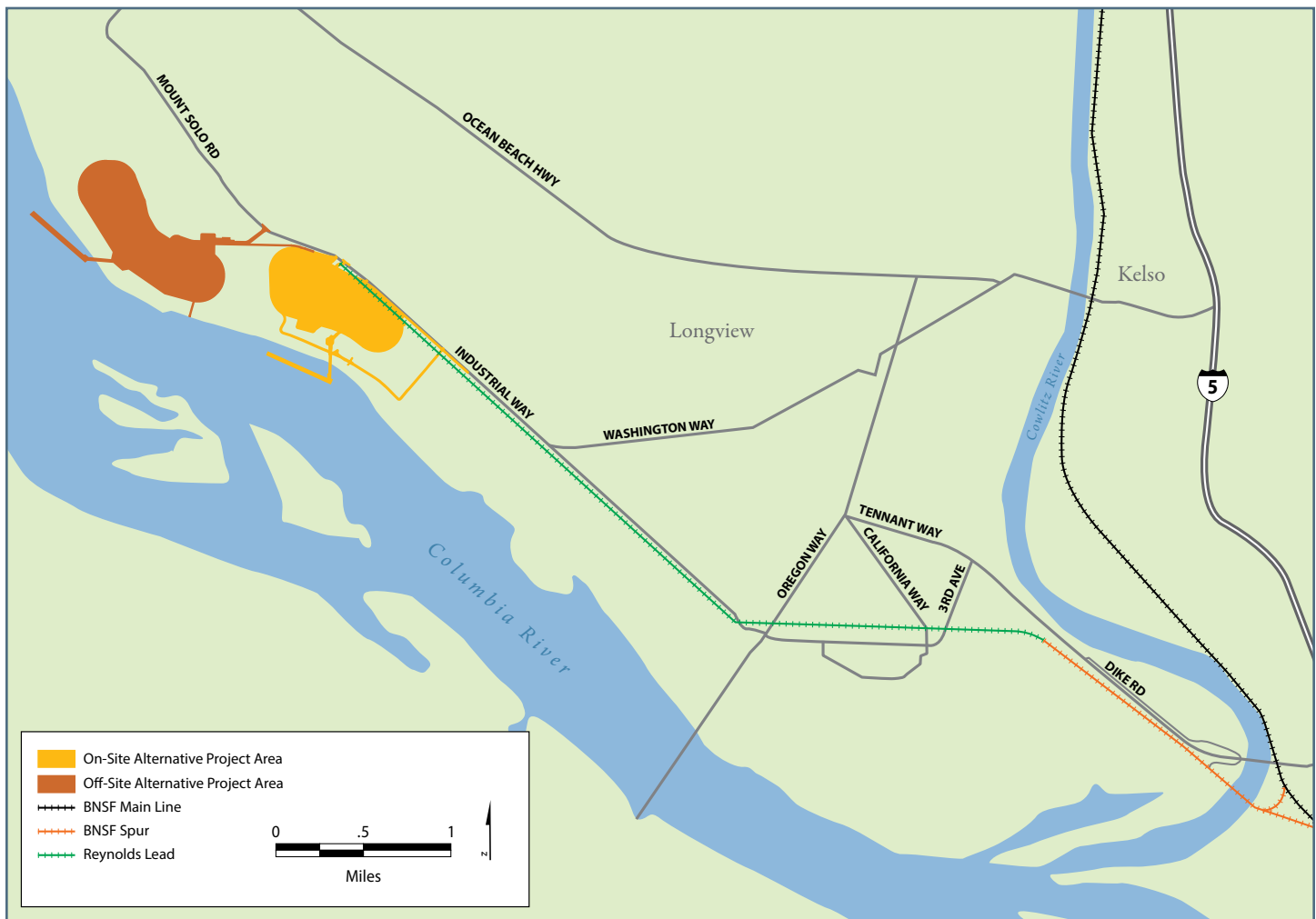
Proposed Project Fact Sheet

What does Millennium Bulk Terminals—Longview, LLC propose to build and operate?

Millennium Bulk Terminals—Longview, LLC (Applicant) is seeking to construct and operate an export terminal. The terminal would receive coal by rail shipment. The coal would be stored on site, then loaded onto ocean-going vessels and transported to overseas markets in Asia.

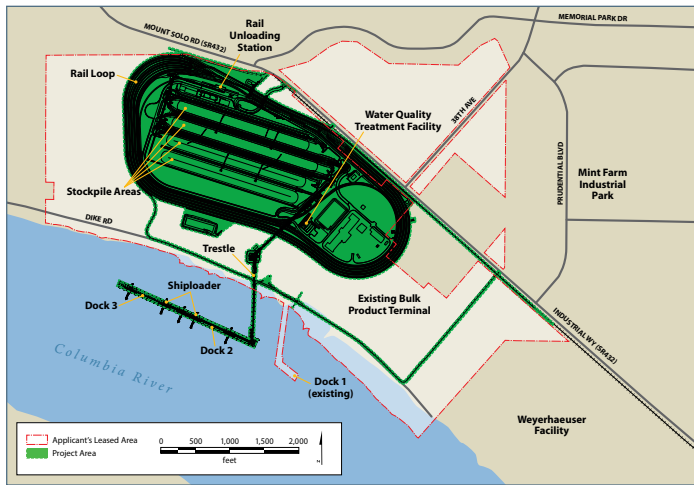
What alternatives are considered in the Draft Environmental Impact Statement?

The Applicant evaluated alternative locations for the proposed export terminal using a screening framework that considered the general location of sites (for example, the shipping distance from a site to export markets in Asia) and site-specific characteristics (for example, site topography that could accommodate railroad tracks). A total of 37 potential sites for the proposed export terminal in Washington, Oregon, and California were evaluated using this framework.

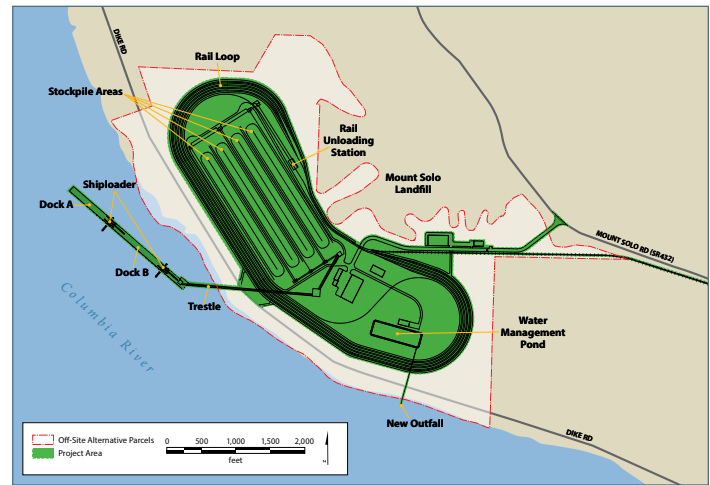


Project Vicinity Map

Based on the alternatives screening analysis, two alternatives for the proposed export terminal were carried forward for evaluation in the Draft Environmental Impact Statement (EIS): the On-Site Alternative and the Off-Site Alternative. The Draft EIS also evaluates a No Action Alternative, under which the proposed export terminal would not be constructed.



On-Site Alternative Site Plan



Off-Site Alternative Site Plan

The On-Site Alternative project area is a 190-acre site located primarily within an existing 540-acre site currently leased by the Applicant. The Off-Site Alternative project area is an approximately 220-acre undeveloped site known as Barlow Point, located immediately west and downriver of the On-Site Alternative project area. Both alternative project areas are on the north bank of the Columbia River in Cowlitz County, near Longview, Washington.

What is included in the proposed export terminal?

The proposed export terminal would include:

- **Rail Facilities:** A rail loop system would direct trains to an unloading station to unload coal. The rail loop would have one operating track and eight loop tracks to provide storage for arriving and departing trains.
- **Coal Stockpile Area:** Coal stockpile storage pads and associated stacking and reclaiming equipment to place and move coal would be located inside the rail loop. The open-air stockpile area would consist of four parallel stockpile pads and five berms. The stockpile area would cover approximately 75 acres and would be served by four stackers (equipment that stockpiles coal) and four reclaimers (equipment that transfers coal from the stockpile to conveyors).
- **Conveyors, Transfer Stations, and Buffer Bins:** A network of belt conveyors would move coal in the project area and to and from trains and vessels. Multiple conveyors would connect at transfer stations that would redirect the flow of coal. Buffer bins would provide storage capacity in the conveyor system. Most belt conveyors and transfer stations would be fully enclosed, except for the stockpile area and vessel-loading conveyors, which would be open due to operational requirements.
- **Vessel Facilities:** Two new docks would be constructed in the Columbia River. Each dock would include a shiploader and associated loading equipment. Dredging of the Columbia River would be required to



Representation of stockpile area with stackers and reclaimers

provide berthing at the docks and access to the Columbia River navigation channel.

- **Stormwater Management Facilities:** A water treatment facility would treat all surface runoff and process water. Treated water would either be reused or discharged to the Columbia River.
- **On-Site Water Systems:** An on-site storage reservoir supplied by the terminal's water treatment facility would provide water for terminal operations and fire protection.
- **Supporting Facilities:** Supporting facilities would include roads, service and administration buildings, utility infrastructure, and control systems.



Typical shiploader

What activities would take place at the proposed export terminal?

The proposed export terminal would receive coal by rail and store that coal until loaded onto vessels in the Columbia River for transport to overseas markets.

Operations

Operation of the proposed export terminal would involve unloading coal from rail cars, stockpiling and blending the coal, and then loading coal by conveyor onto ocean-going vessels at two new docks in the Columbia River. Once construction is complete, the maximum amount of coal that could be moved through the terminal per year (throughput) would be 44 million metric tons. The proposed export terminal would operate 24 hours per day, 7 days per week, and it would be designed for a minimum 30-year period of operation.

Rail Transportation

The proposed export terminal would receive coal from the Powder River Basin in Montana and Wyoming and possibly the Uinta Basin in Utah and Colorado. BNSF Railway Company (BNSF) or Union Pacific (UP) trains would transport coal in unit trains (trains that carry a single commodity) from the BNSF main line to the project areas via the BNSF Spur and Reynolds Lead.

Each unit train would typically contain 125 rail cars (approximately 1.3 miles long). At full capacity, an average of 16 trains per day would travel to or from the proposed export terminal (eight loaded trains arriving at the terminal and eight empty trains departing the terminal).

Vessel Transportation

Coal would be transported from the project areas by vessel to Asian markets. Vessels would travel via the Columbia River and across the Pacific Ocean. Approximately 1,680 vessel transits (a one-way trip) would serve the proposed export terminal each year (840 vessels arriving at the terminal and 840 vessels departing the terminal).

If approved, when could the proposed export terminal be constructed and become operational?

If approved, the Applicant anticipates construction would begin in 2018 and be completed by 2024. The Applicant would construct the proposed export terminal in two stages. Stage 1 would include construction activities for limited start-up operation of the export terminal, and Stage 2 would complete the construction of the proposed export terminal.

Stage 1 of construction would include the following tasks:

- Perform project-area ground improvements.
- Construct one operating rail track and up to eight rail storage tracks.
- Construct the stockpile area including two stockpile pads.
- Construct rail car unloading facilities and associated facilities and infrastructure.
- Construct the proposed docks (Docks 2 and 3), including the shiploader and related conveyors on Dock 2 and the berthing facilities on Dock 3.
- Perform the necessary dredging within the Columbia River for Docks 2 and 3.

Stage 2 of construction would involve the following tasks:

- Construct a shiploader on Dock 3.
- Construct additional stockpile pads.
- Construct additional conveyors and associated infrastructure to support additional throughput.

Limited start-up operation, which would have a throughput of up to 25 million metric tons of coal per year, would begin during Stage 1 of construction, and would continue while construction of Stage 2 is ongoing. Full operation of the proposed export terminal is expected to begin in 2024, after the completion of Stage 2 of construction, and maximum operational capacity (in terms of the amount of coal moving through the terminal) is expected to be reached in 2028. For purposes of the Draft EIS, analyses focused on years 2018 and 2028.

How can I comment on the Draft EIS for the proposed export terminal?

All comments are valued equally, no matter how they are submitted. You can comment by mail, online, or in person at public hearings held during the public comment period. The comment period for this Draft EIS runs from September 30 through November 29, 2016.

Mail written comments to the following address:

Millennium Bulk Terminals—Longview NEPA EIS, c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Submit comments online at:

www.millenniumbulkeiswa.gov/submit-comments.html

Submit comments in person (orally or in writing) at one of two public hearings:

Monday, October 24, 2016 1:00 – 9:00 p.m.
Cowlitz County Event Center
1900 7th Avenue
Longview, WA 98632

Tuesday, October 25, 2016 1:00 – 9:00 p.m.
Clark County Event Center
17402 NE Delfel Road
Ridgefield, WA 98642

Where can I find more information?

Visit www.millenniumbulkeiswa.gov for more information on the proposed export terminal and the Draft EIS.